

TOP SECRET

P-1.1/9

[Redacted]

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Copy ~~11 of 1~~

1862

8 February 1971

MEMORANDUM FOR: See Distribution

SUBJECT: U-2R Summary Report

The attachment summarizes a cross-section of the maintenance data collected, as of 31 December 1970, on the U-2R [Redacted]

25X1

[Redacted]

25X1

Colonel, USAF
Deputy for Materiel, OSA

Attachment: a/s

D/M/OSA

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ATTACHMENT TO

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U-2R

SUMMARY REPORT

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S U M M A R Y

The Reliability Data contained in this report has as its source the Aircraft Flight Maintenance Data Collection System. This system was developed by the Maintenance Division, Deputy for Materiel, and is an effective means of monitoring the performance of the U-2R [REDACTED]

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Aircraft system discrepancies directly observed by the pilot are reported in the Aircraft Flight Maintenance Report (AFMR) upon landing. In the areas which are considered non-pilot determinable, primarily EWS, reporting procedures allow a 48 hour elapsed time period after flight to insure a complete post mission analysis. The Maintenance Data Collection System includes data pertaining to the reliability of on-board EWS Systems.

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 - 0 ATTEMPTS VS. SUCCESSFUL SORTIES
- 0 AIRCRAFT SYSTEM PERFORMANCE
- 0 MAJOR DISCREPANCIES BY AIRCRAFT
- 0 SUCCESSFUL SORTIES WITH MINOR/NO DISCREPANCIES REPORTED
- 0 MINOR DISCREPANCIES BY SYSTEM
- 0 MINOR DISCREPANCIES BY AIRCRAFT
- 0 IDEALIST QUARTERLY ACCOMPLISHMENTS

TOP SECRET



U-2R

AIRFRAME DATA

LENGTH:

63 FT-1 IN

WING SPAN:

103 FT-4 IN

HGT-VERT STAB:

16 FT-2 IN

ZERO FUEL WT:

18,700 LBS

DESIGN GROSS WT.

31,334 LBS

O/LOAD GROSS WT:

37,900 LBS

FUEL WT:

19,175 LBS (2950 GAL)

ENGINE DATA

POWERPLANT:

15-STAGE J75P-13
NON-AFTERBURNING
ENGINE

THRUST:

17,000 LBS

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ALTITUDE AND RANGE FIGURES
BASED ON 100 GAL FUEL RESERVE
AT HI CONE

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AIRCRAFT DELIVERY HISTORY

ACFT NBR.	1967						1968												1969	
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
051		○ ■	○	9/28/67																
053							○	■				○	4/29/68							
054								○	■				○	6/14/68						
055									○		■	○	5/29/68							
057													○	■	○	8/29/68				
058														○	■	○	9/5/68			

○ ROLL OUT

■ FIRST FLT

○ ACCEPTANCE

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AIRCRAFT DELIVERY HISTORY

- ROLL OUT - Date all assembly operations were completed on Article - This marked the beginning of the final inspection and systems ground check phase.
- FIRST FLIGHT - Date Article made its first in a series of functional check flights.
- ACCEPTANCE DATE - Date Article was accepted by the operating command.

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U-2R FLYING/SORTIE RECORD

A/O 31 DECEMBER 1970

AIRCRAFT	TOTAL HOURS/ SORTIES THRU 31 DEC 69	1970												TOTAL YR TO DATE	GRAND TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
051	520.1	4.2	31.4	31.1	11.1	52.9	18.3	28.9	43.6	7.9	18.7	19.2	27.3	294.6	814.7
	168	1	10	13	3	10	6	13	6	3	4	4	5	78	246
053	529.2	12.3	26.6	13.8	21.9	35.0	55.6	41.7	11.5	30.3	19.5	11.3	23.6	303.1	832.3
	141	4	8	4	5	9	10	9	4	4	5	3	3	68	209
054	560.9	3.5	22.9	21.3	13.3	37.7	24.8	23.6	17.8	23.4	45.6	40.3	32.1	306.3	867.2
	170	1	6	5	5	13	6	10	5	11	14	8	10	94	264
055	543.8	48.5	30.2	29.7	37.2	29.0	35.8	29.2	38.0	36.0	45.1	19.1	13.4	391.2	935.0
	178	16	7	11	10	5	10	15	8	9	11	5	6	113	291
057	708.6	35.1	32.2	33.8	36.3	49.5	52.1	63.3	56.8	34.4	60.9	48.4	CRASHED	502.8	1211.4
	199	11	12	13	13	14	17	17	19	8	17	15	24 NOV	156	355
058	568.9	48.8	36.2	40.1	48.1	48.3	61.5	51.4	49.8	57.3	37.4	20.8	41.2	540.9	1109.8
	182	15	12	13	14	15	18	18	14	20	14	7	15	175	357
TOTAL	3431.5	152.4	179.5	169.8	167.9	252.4	248.1	238.1	217.5	189.3	227.2	159.1	137.6	2338.9	5770.4
	1038	48	55	59	50	66	67	82	56	55	65	42	39	684	1722

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A/C SORTIE
EFFECTIVENESS

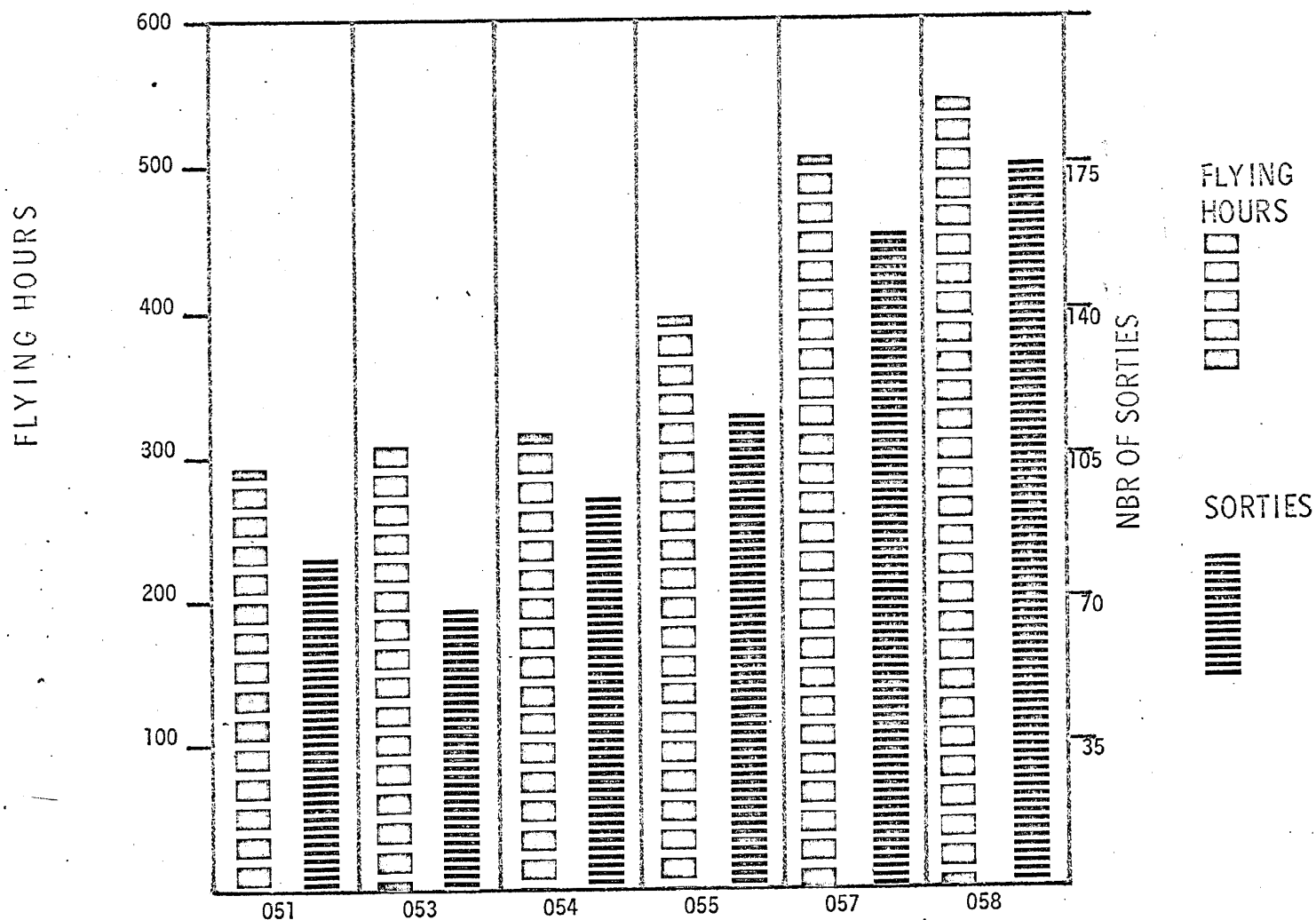
ACFT NBR	DATE ACCEPTED	TOTAL ATTS	TOTAL SUCC	% EFFECTIVE
051	17 Aug 67	22	21	95
053	29 Apr 68	17	16	94
054	14 Jun 68	26	25	96
055	29 May 68	32	31	97
057	29 Aug 68	43	43	100
058	5 Sep 68	52	52	100
TOTAL		192	188	98

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U-2R FLYING HOURS VS SORTIES

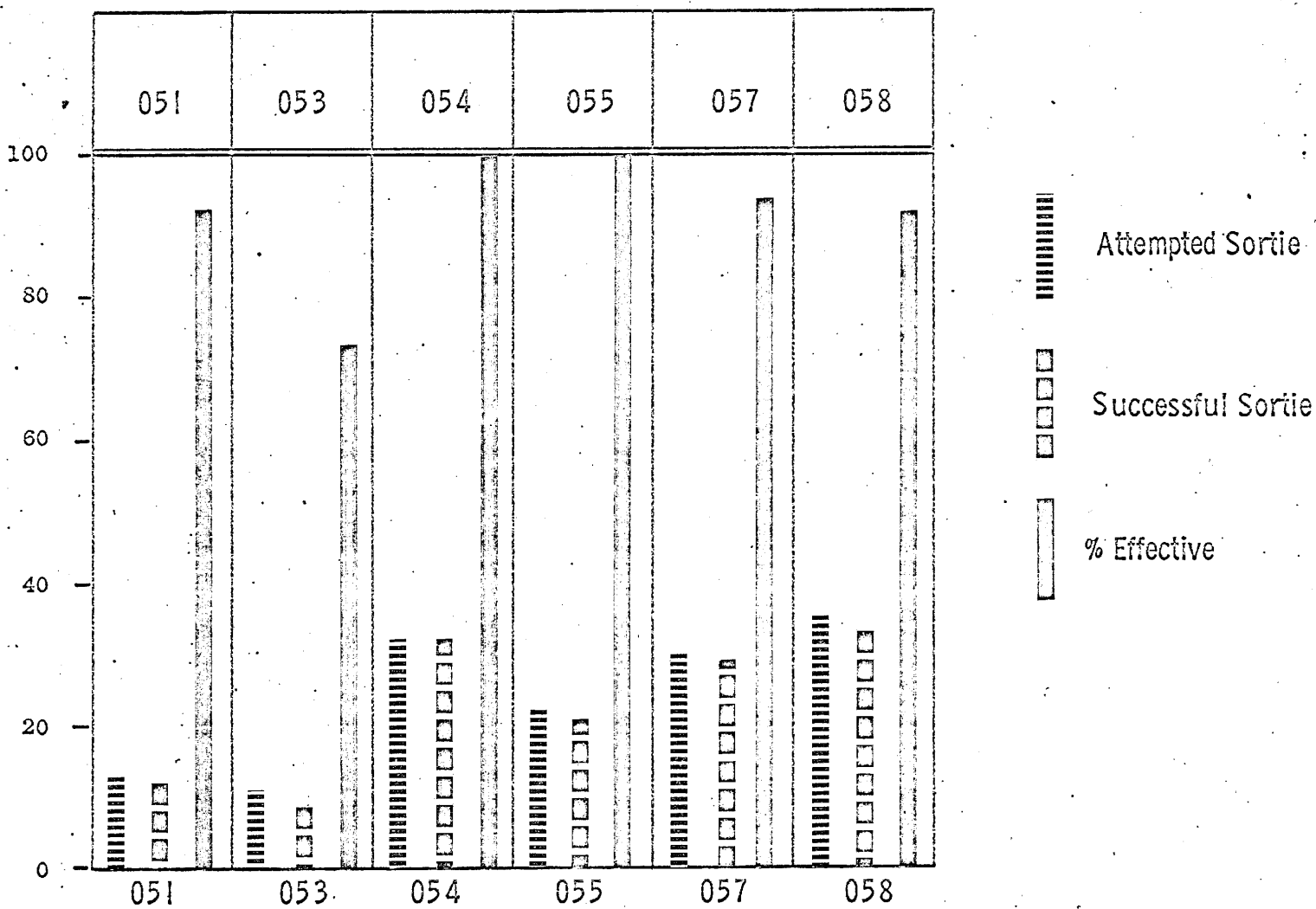
JAN THRU DEC 70



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AIRCRAFT SORTIE EFFECTIVENESS ATTEMPTS VS SUCCESSFUL SORTIES

1 OCT THRU 31 DEC 70



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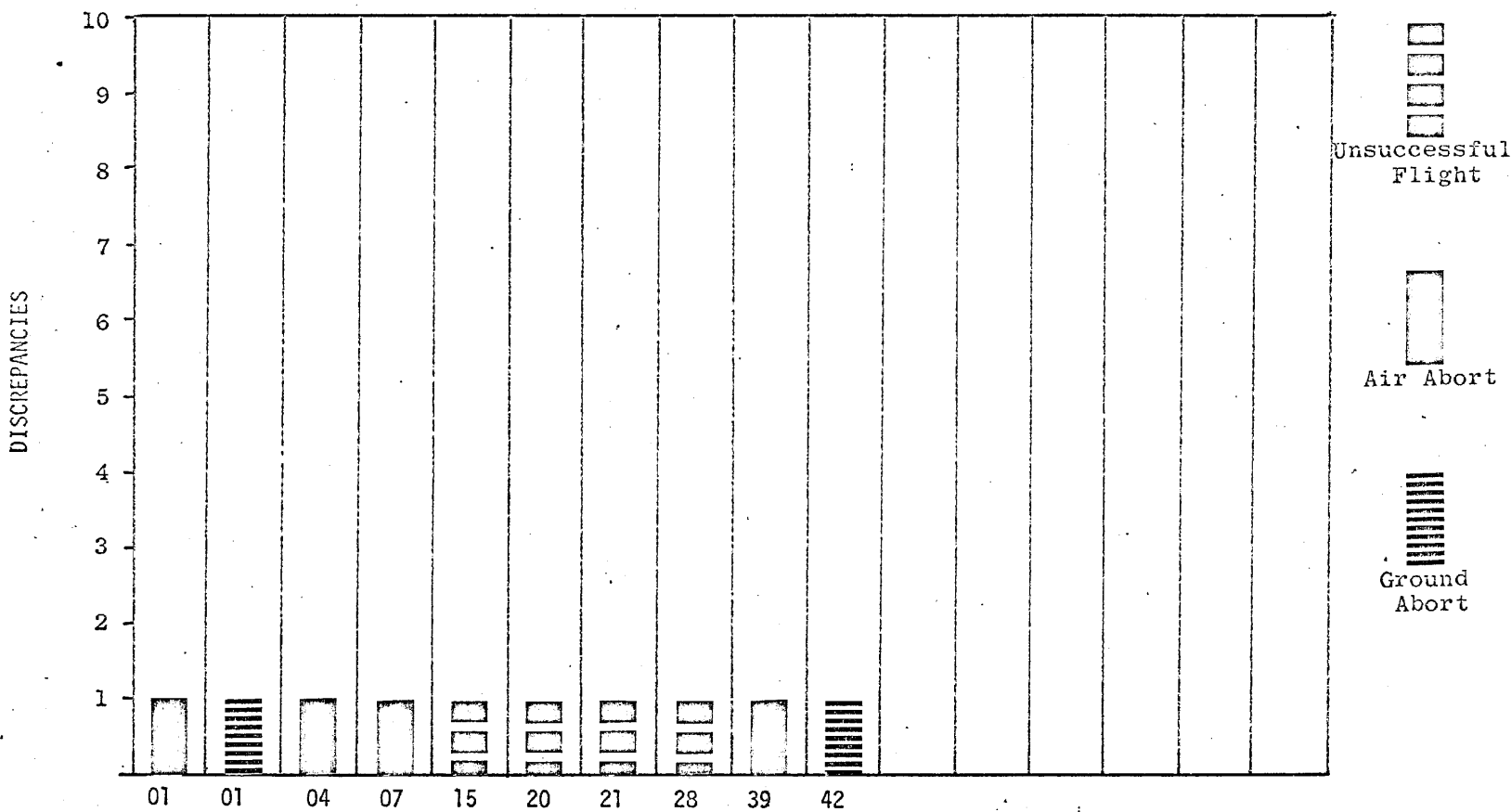
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AIRCRAFT SYSTEM EFFECTIVENESS

1 OCT THRU 31 DEC 70



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BREAKOUT OF SYSTEMS REFLECTING
MAJOR DISCREPANCIES

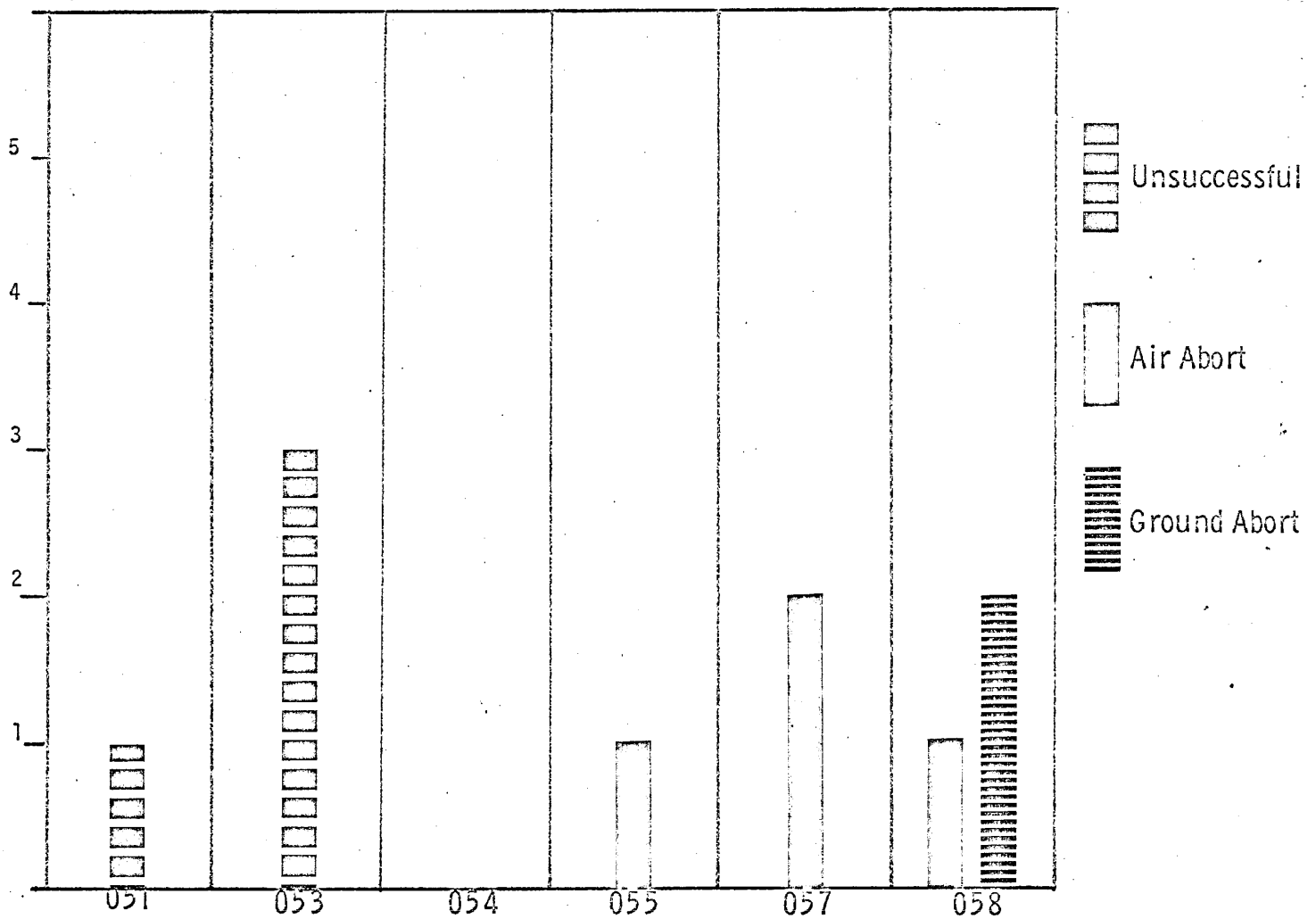
The graph on the opposite page depicts the effect the systems with the highest discrepancies had on individual aircraft performance.

(01) AIRCRAFT GENERAL	(20) DOPPLER/NAV COMP. SYS
(A) Recorder Unit	(B) RT Unit
(J) Main Gear	
	(21) CAMERA "B"
(04) ELECTRICAL	(A) Shutter
(Q) Supervisory Panel	
	(28) MC RECORDER
(07) AUTO-PILOT	(A) Recorder Unit
(C) Rate Gyro (R.P.Y.)	
	(39) LIFE SUPPORT
(15) ARN-52(V)	(B) Suit Assy
(B) RT Unit	
	(42) FLT REFERENCE SYS
	(C) Compass Adapter

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MAJOR DISCREPANCIES BY AIRCRAFT

1 OCT THRU 31 DEC 70



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SUCCESSFUL SORTIES WITH MINOR
OR NO DISCREPANCIES REPORTED

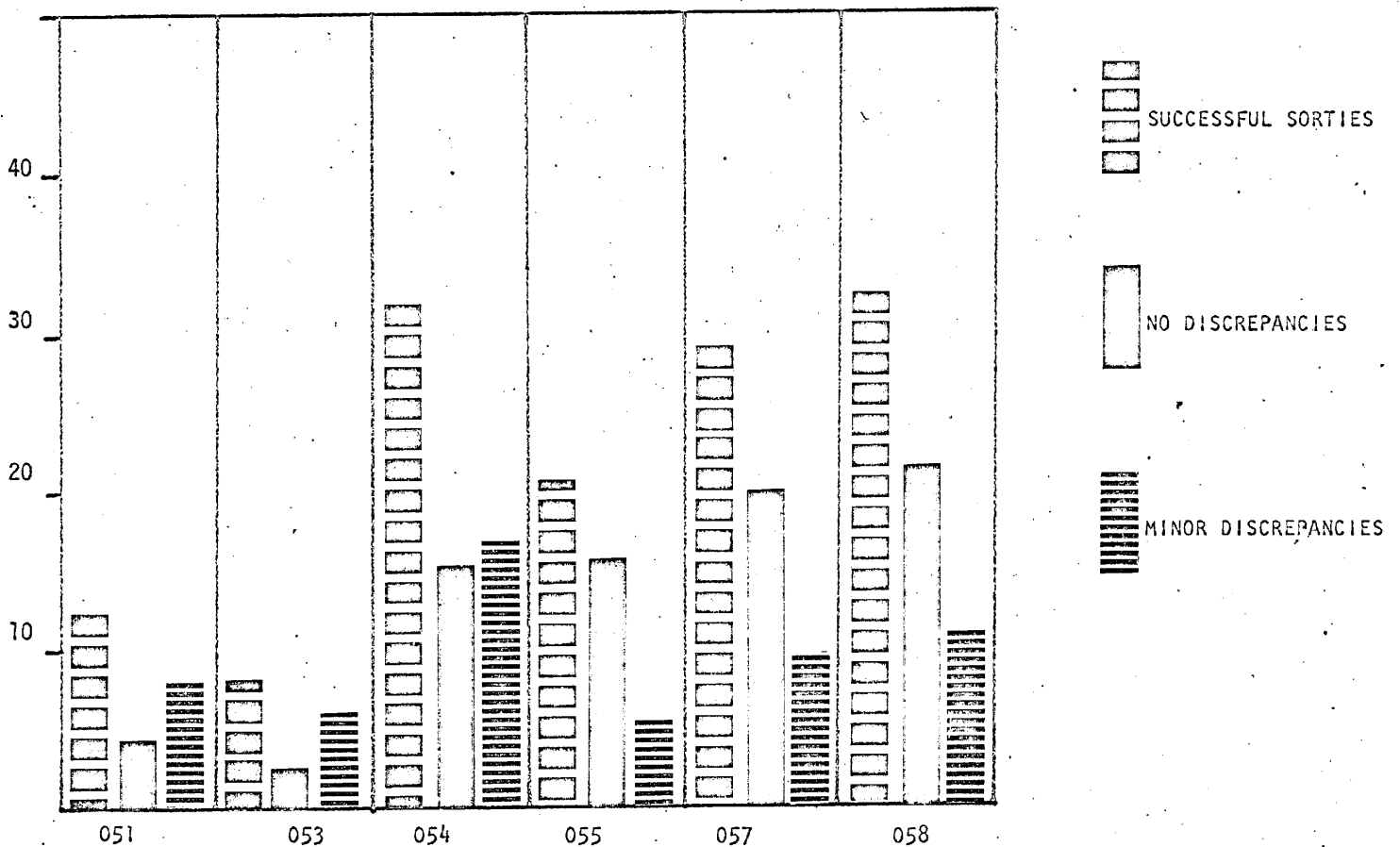
The following graph depicts the sorties
flown by each Article with the result that
no discrepancy or only one of a minor nature
was reported.

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SUCCESSFUL SORTIES WITH MINOR/NO DISCREPANCIES REPORTED

1 OCT THRU 31 DEC 70



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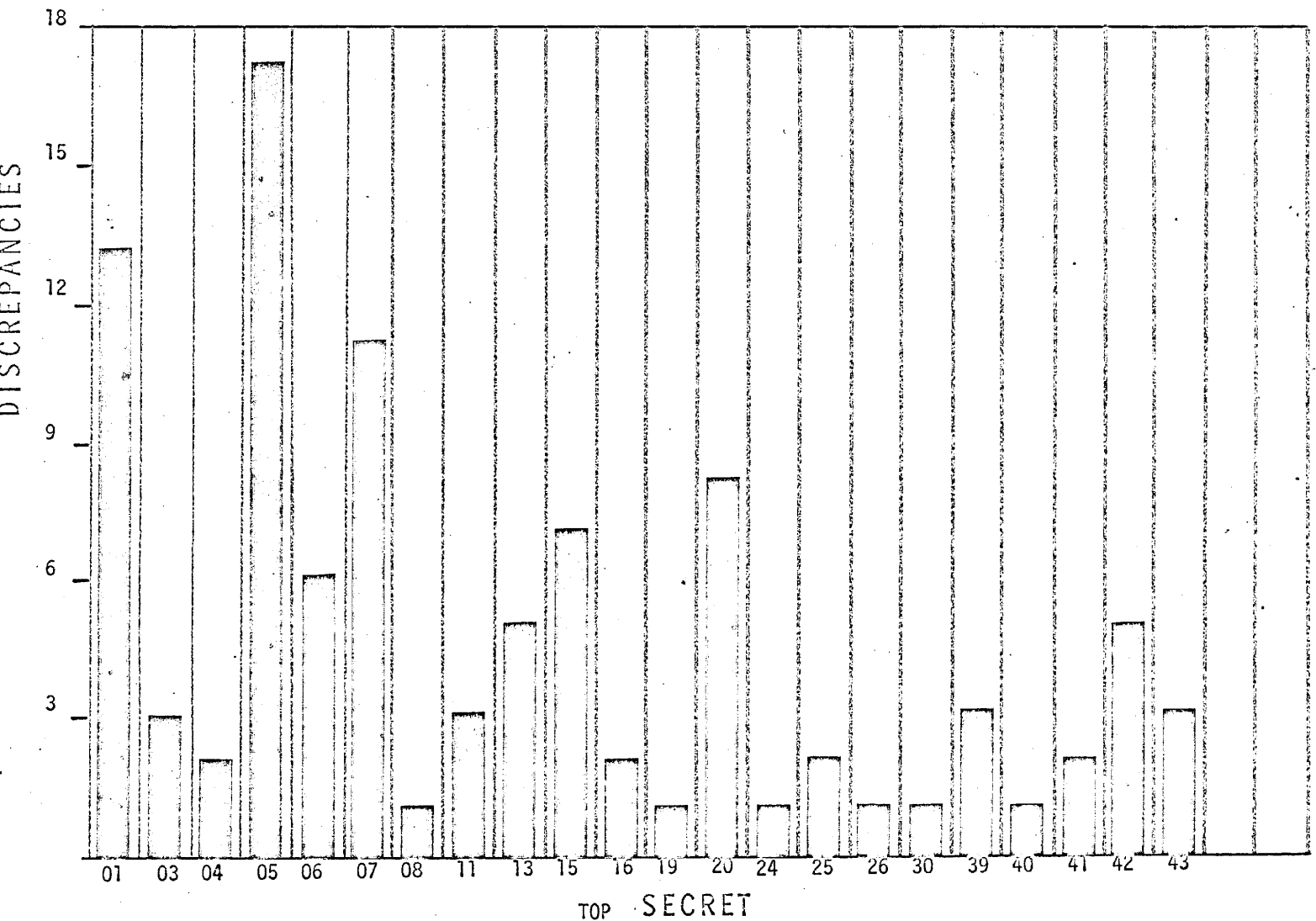
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AIRCRAFT SYSTEM MINOR DISCREPANCY BREAKOUT

1 OCT THRU 31 DEC 70



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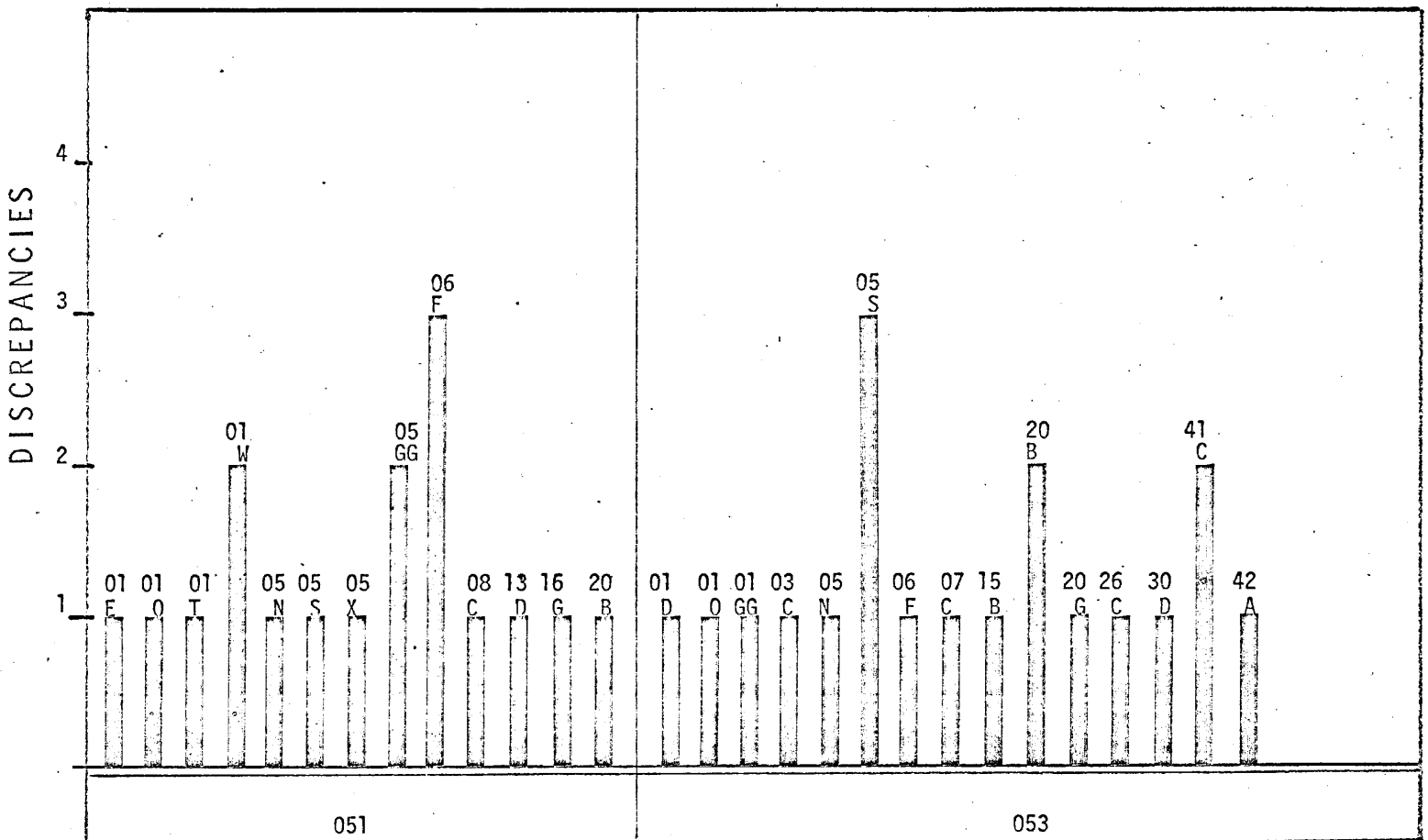
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MINOR DISCREPANCIES
BY AIRCRAFT

1 OCT THRU 31 DEC 70
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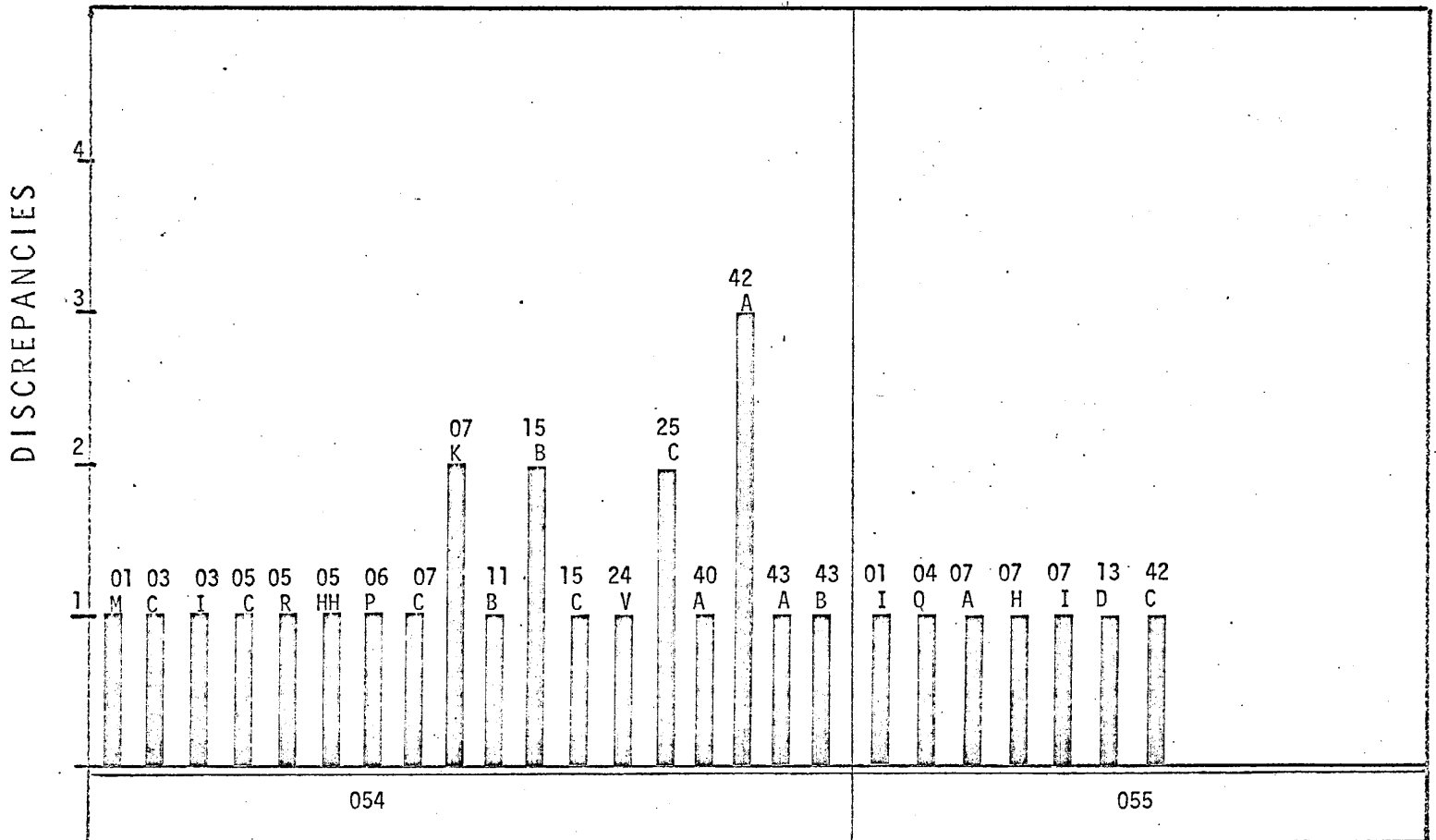


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MINOR DISCREPANCIES
BY AIRCRAFT

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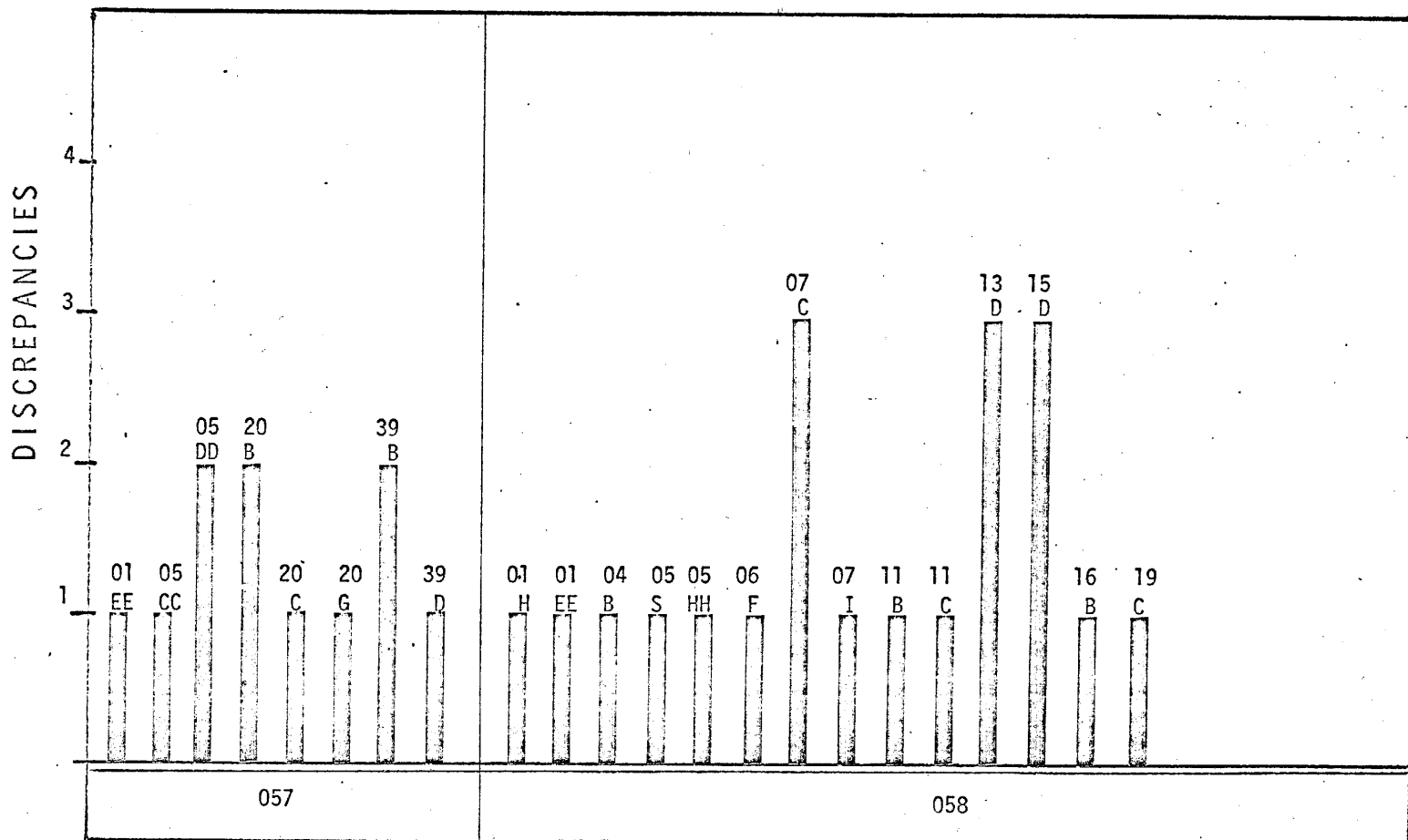


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MINOR DISCREPANCIES
BY AIRCRAFT

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IDEALIST QUARTERLY ACCOMPLISHMENTS

AIRFRAME

New Emergency AC Generator - Test generator number one has completed over 700 hours of test operation in the LAC altitude chamber. Tests have shown that generator temperatures are held within specifications when delivering 8.5 KVA. Test generator number two has been installed in aircraft 054 and is presently undergoing flight service evaluation at Detachment G.

25X1 U-2R Attrition - Aircraft 057 crashed and was destroyed on 24 November 1970, [REDACTED]

PROPULSION

Sealed Crossover Tubes - The 200 hour flight service evaluation of improved engine combustion chamber sealed crossover tubes at Detachment G was completed. Teardown report indicated excellent condition and the engine was reinstalled for use until normal hot section inspection at 400 additional hours.

Fuel Control - A modified fuel control was installed in Article 054 during the week of 16 November 1970, for continued flight evaluation. This fuel control incorporates a new uprated manual (Emergency) schedule with the installation of a new PT2 bias cam designed to provide added fuel flow at lower altitudes to permit an adequate climb capability in emergency mode.

PAYLOAD

"H" Configuration - Double imagery associated with camera hatch window junctions was encountered on two [REDACTED] missions. These missions combined low aiming angles with type 3414 film to produce noticeable double imagery. The new type 3414 film is more sensitive than previous film to the light transmitted through a second window. Viewing at low angles where the hatch window junction is in the field of view allows light from two pieces of glass to enter the lens system. By masking off the secondary window, double imagery has been eliminated.

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Additional 17B Nose - A system 6B nose was delivered to LAC on 11 December 1970, for conversion to a 17B configuration. Completion of this conversion is expected by 15 March 1971, whereupon the IDEALIST Program will have a total of four system 17B noses available for use.

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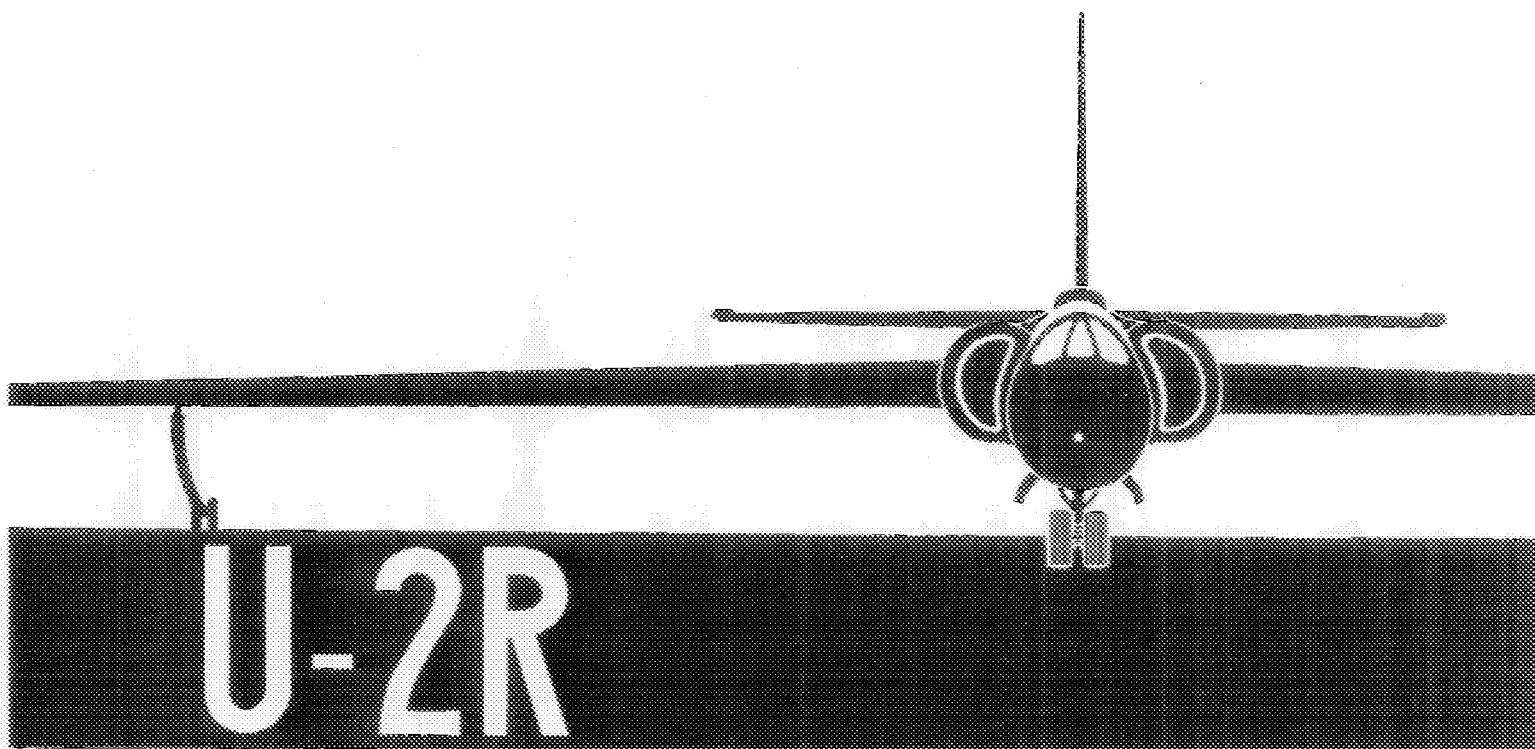
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T A B L E O F C O N T E N T S

- U-2R BASIC DATA SHEET
- AIRCRAFT DELIVERY HISTORY
- AIRCRAFT FLYING HISTORY THRU JUN 71
- AIRCRAFT SORTIE EFFECTIVENESS
 - ATTEMPTS VS. SUCCESSFUL SORTIES
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- MINOR DISCREPANCIES BY SYSTEM
- MINOR DISCREPANCIES BY AIRCRAFT
- IDEALIST QUARTERLY ACCOMPLISHMENTS

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25X1

AIRFRAME DATA

LENGTH:

63 FT-1 IN

WING SPAN:

103 FT-4 IN

HGT-VERT STAB:

16 FT-2 IN

ZERO FUEL WT:

18,700 LBS

DESIGN GROSS WT.

31,334 LBS

O/LOAD GROSS WT:

37,900 LBS

FUEL WT:

19,175 LBS (2950 GAL)

ENGINE DATA

POWERPLANT:

15-STAGE J75P-13
NON-AFTERBURNING
ENGINE

THRUST:

17,000 LBS

ALTITUDE AND RANGE FIGURES
BASED ON 100 GAL FUEL RESERVE
AT HI CONE

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AIRCRAFT DELIVERY HISTORY

- ROLL OUT - Date all assembly operations were completed on Article - This marked the beginning of the final inspection and systems ground check phase.
- FIRST FLIGHT - Date Article made its first in a series of functional check flights.
- ACCEPTANCE DATE - Date Article was accepted by the operating command.

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AIRCRAFT DELIVERY
HISTORY

ACFT NBR	1967						1968												1969	
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
051		○ ■	● 9/	28/67																
053							○	■		● 4/29/68										
054								○	■			● 6/14 /68								
055								○		■	● 5/29 /68									
058														○ ■	● 9/ 5/68					

○ ROLL OUT

■ FIRST FLT

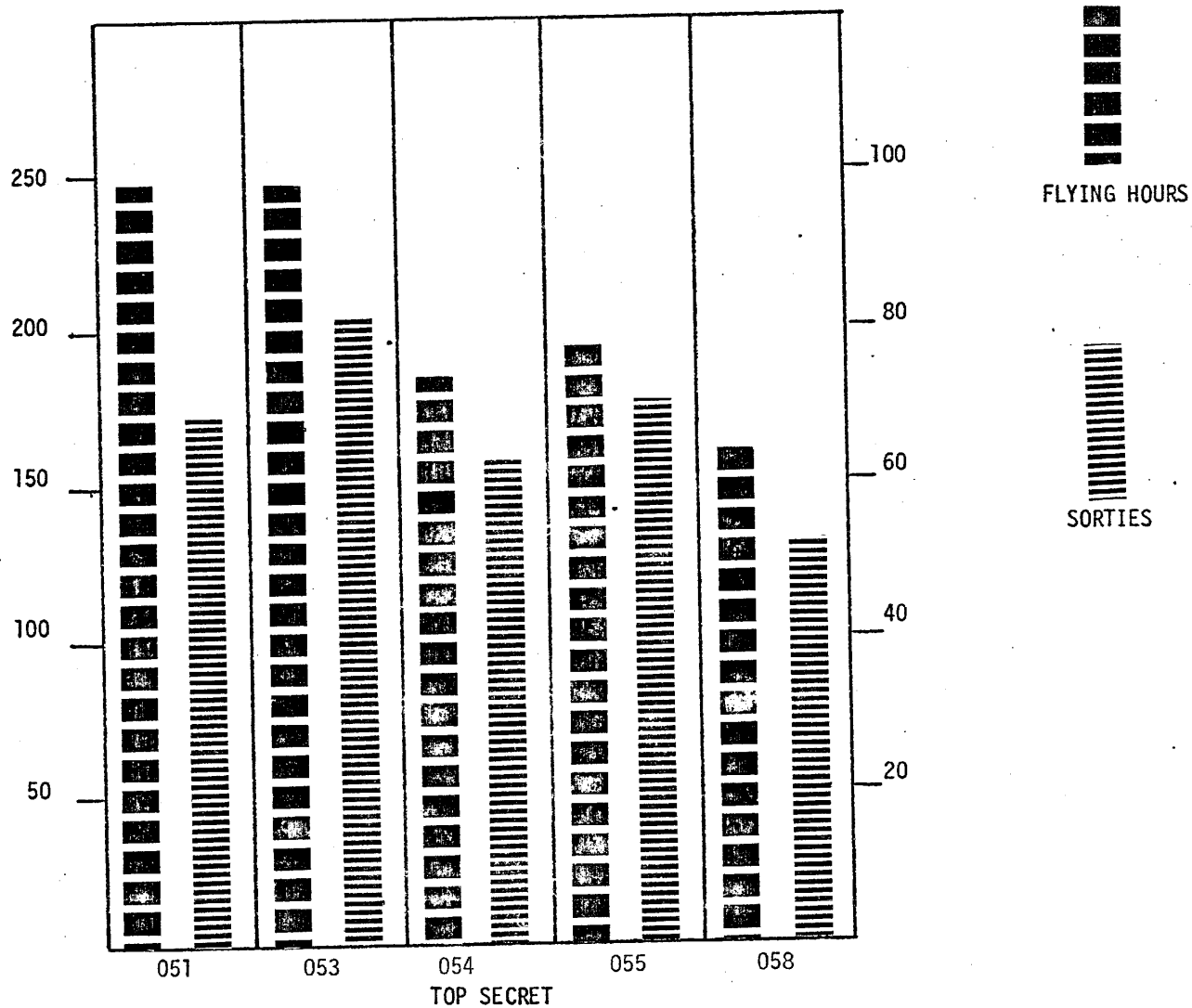
● ACCEPTANCE

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U-2R FLYING HOURS VS. SORTIES

JAN THRU JUN 71



A/O 30 JUN 71

U-2R FLYING/SORTIE RECORD

AIRCRAFT	TOTAL HOURS/ SORTIES THRU 31 DEC 70	1971												TOTAL YR TO DATE	GRAND TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
051	842.8	44.6	1.8	55.4	52.2	46.7	45.8							246.5	1089.3
	246	9	1	16	14	16	13							69	315
053	832.3	40.8	41.2	28.5	49.2	40.2	47.4							247.3	1079.6
	209	8	17	12	17	12	15							81	290
054	867.2	18.9	23.1	35.7	19.3	44.1	42.1							183.2	1050.4
	264	8	8	11	7	13	15							62	326
055	935.0	26.9	27.1	55.1	43.8	22.5	21.7							197.1	1132.1
	291	10	11	23	14	7	5							70	361
058	1147.3	53.5	23.1		19.2	32.8	26.6							155.2	1302.5
	357	17	5	IRAN	10	9	11							52	409
TOTAL	5836.0*	184.7	116.3	174.7	183.7	186.3	183.6							1029.3	6865.3*
	1722	52	42	62	62	57	59							334	2056

*TOTAL FIGURES INCLUDED 1211.4 FLYING HOURS AND 355 SORTIES ON U-2R 057 WHICH WAS ATTRITED NOV 1970

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1 APR THRU 30 JUN 71

A/C SORTIE
EFFECTIVENESS

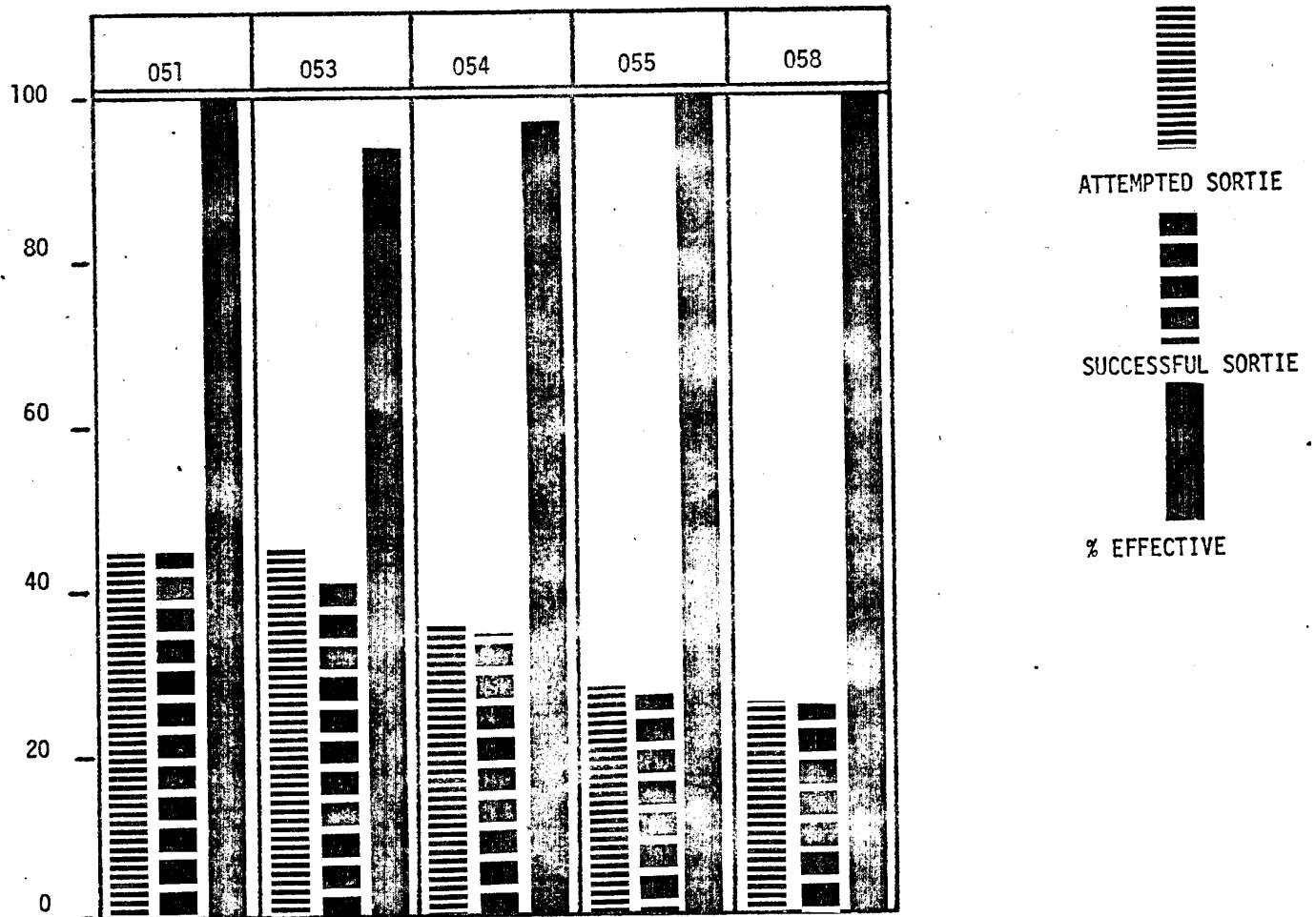
ACFT NBR	DATE ACCEPTED	TOTAL ATTS	TOTAL SUCC.	% EFFECTIVE
051	17 August 67	43	43	100
053	29 April 68	44	41	93
054	14 June 68	35	34	97
055	29 May 68	26	26	100
058	5 September 1968	25	25	100
TOTAL		173	169	98

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AIRCRAFT SORTIE EFFECTIVENESS
ATTEMPTS VS SUCCESSFUL SORTIES

1 APR THRU 30 JUN 71



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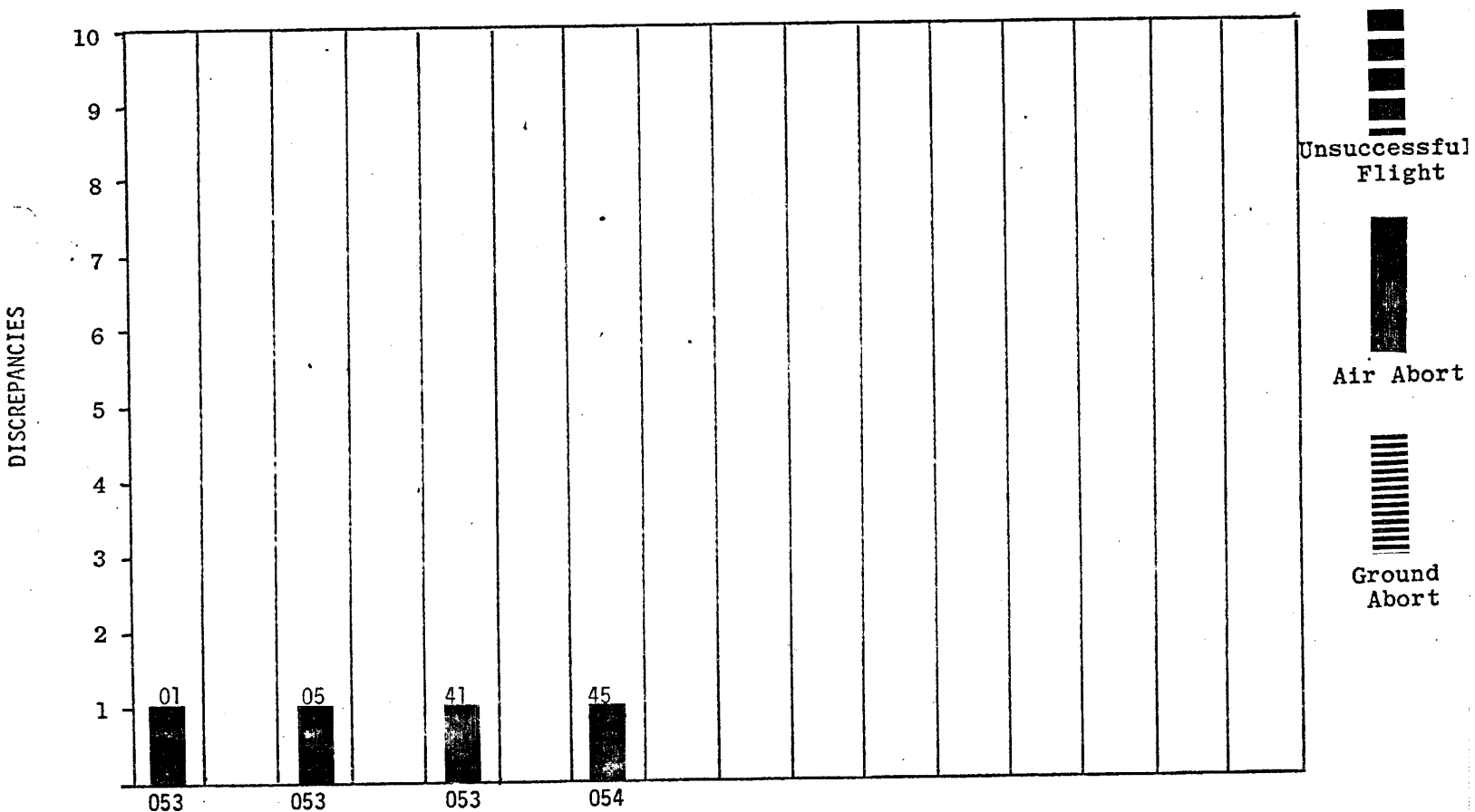
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1 APR THRU 30 JUN 71



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BREAKOUT OF SYSTEMS REFLECTING
MAJOR DISCREPANCIES

The graph on the opposite page depicts the effect the systems with the highest discrepancies had on individual aircraft performance.

(01) Aircraft General

(AA) Flap Operation

(41) Oxygen

(C) Converter

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(05) Instruments

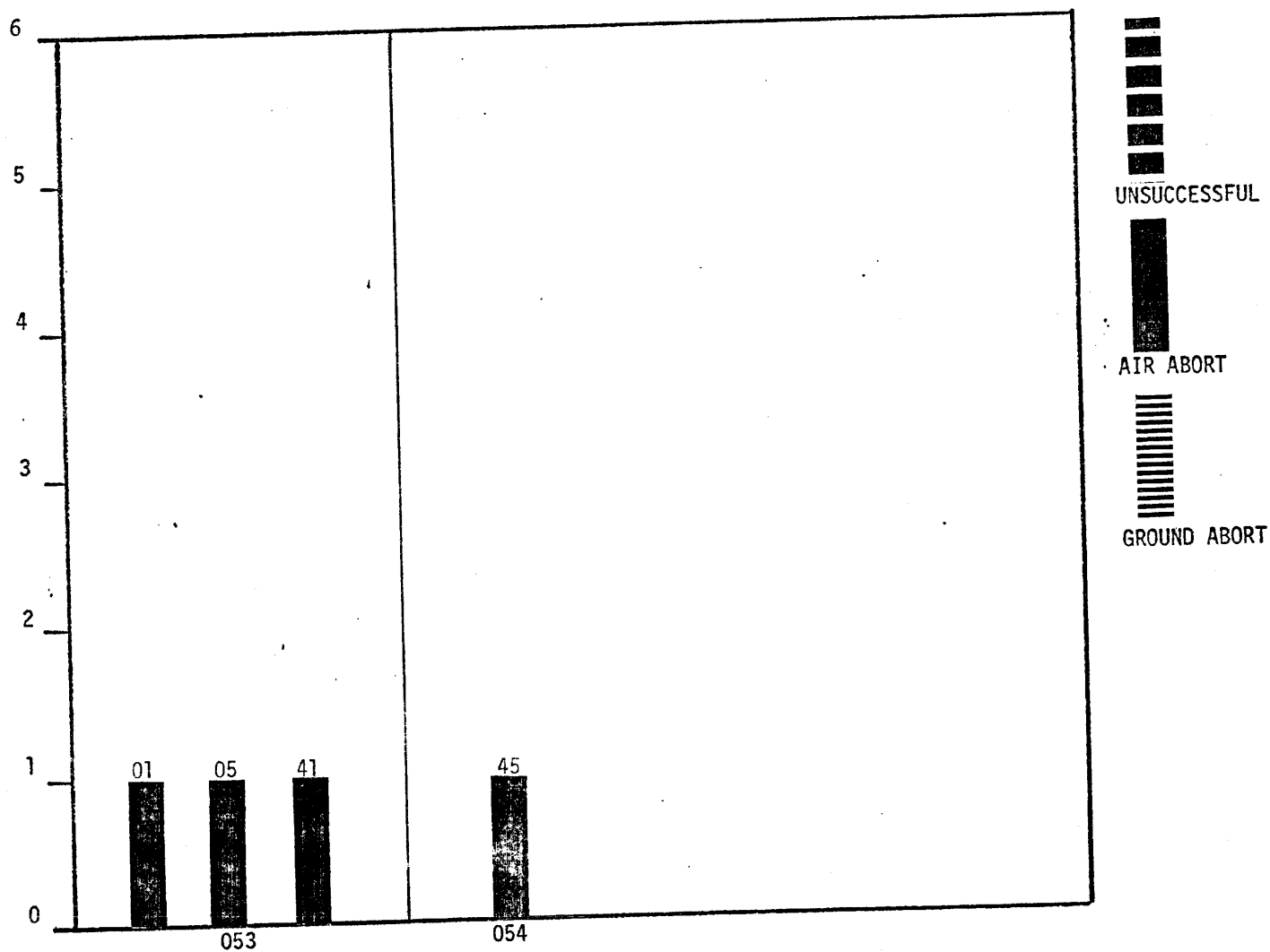
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MAJOR DISCREPANCIES BY AIRCRAFT

1 APR THRU 30 JUN 71



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SUCCESSFUL SORTIES WITH MINOR
OR NO DISCREPANCIES REPORTED

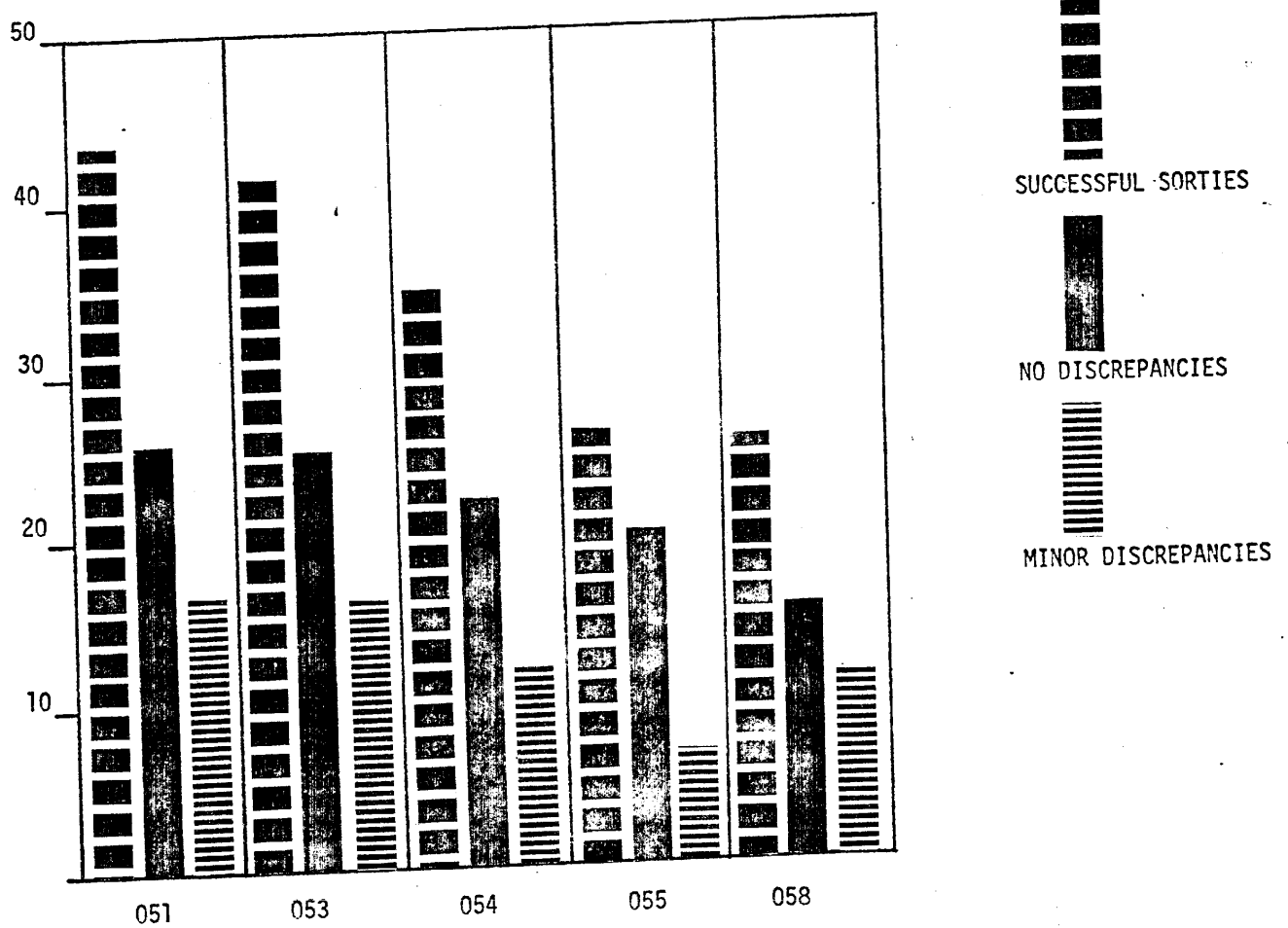
The following graph depicts the sorties flown by each Article with the result that no discrepancy or only one of a minor nature was reported.

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SUCCESSFUL SORTIES WITH MINOR/NO DISCREPANCIES REPORTED

1 APR THRU 30 JUN 71



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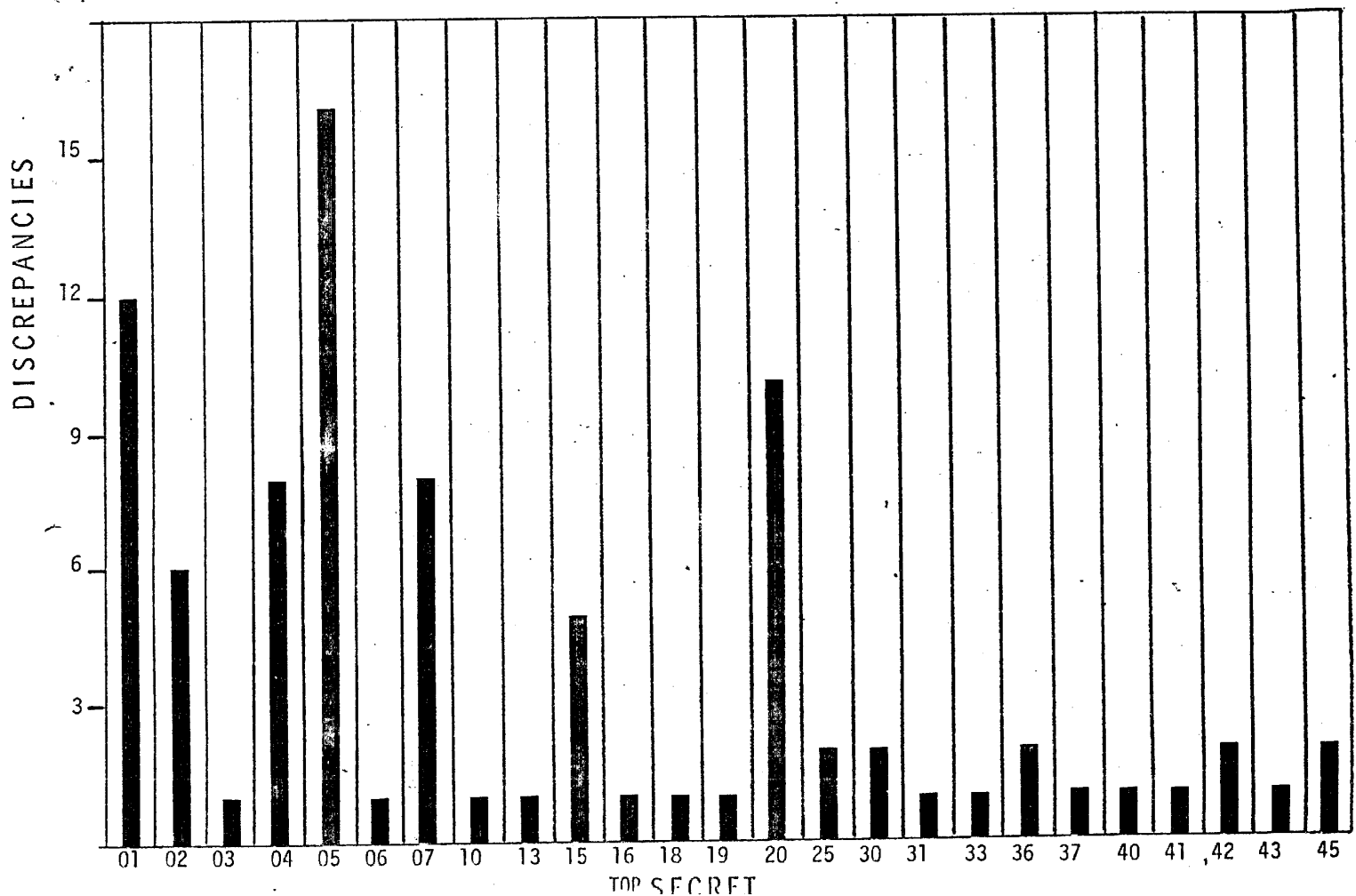
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AIRCRAFT SYSTEM MINOR DISCREPANCY BREAKOUT

1 APR THRU 30 JUN 71



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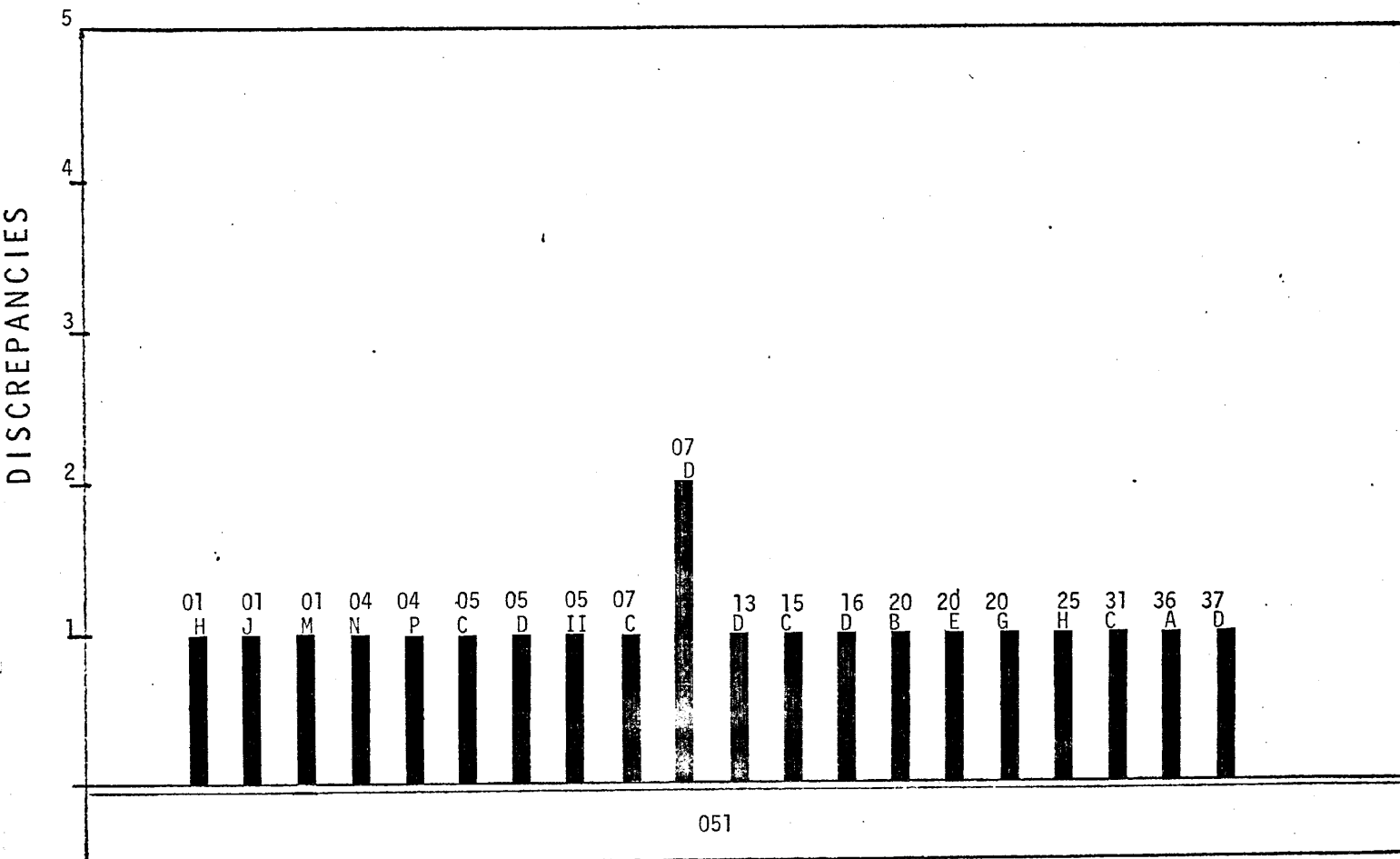
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MINOR DISCREPANCIES
BY AIRCRAFT

1 APR THRU 30 JUN 71
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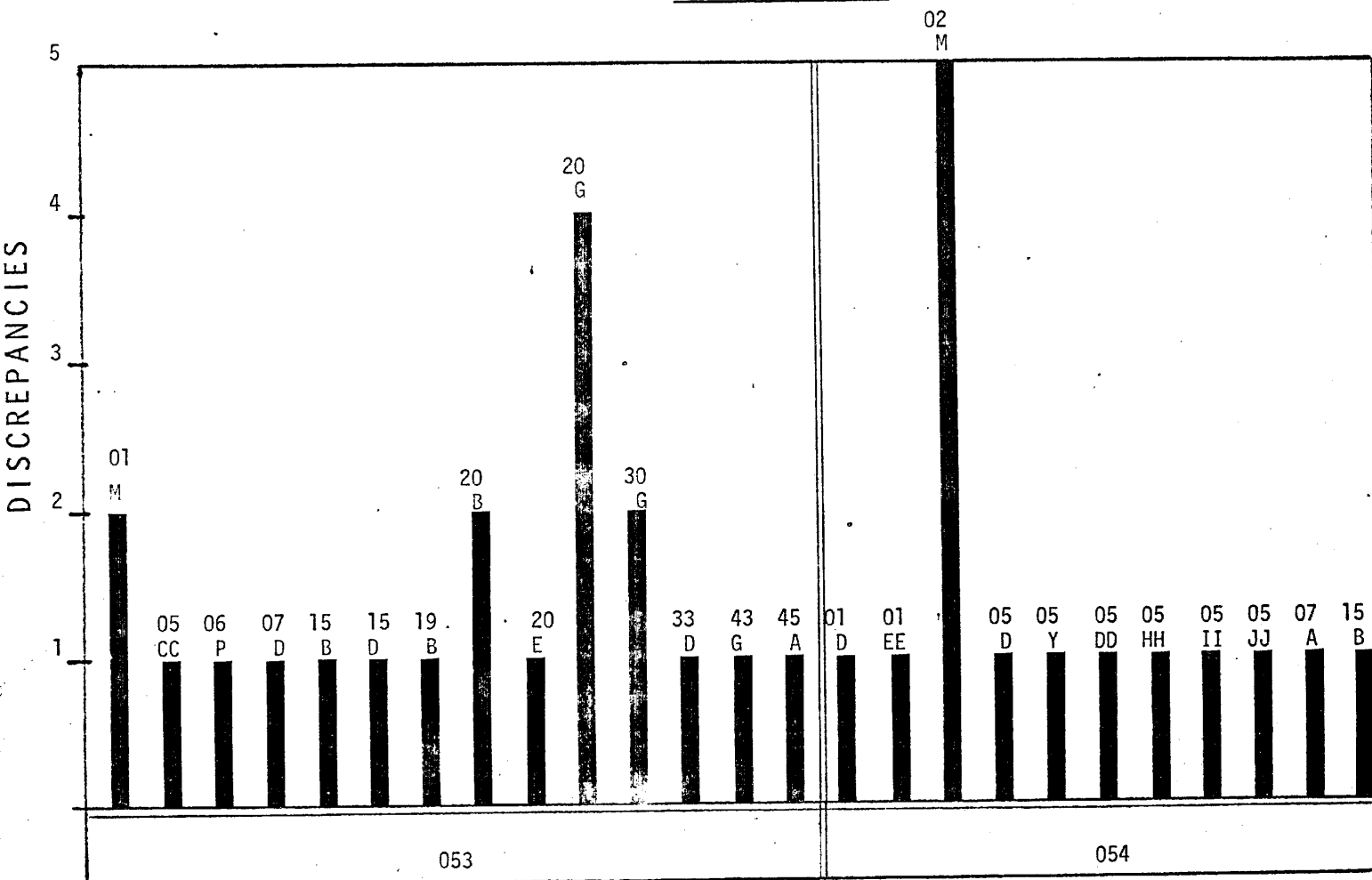


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MINOR DISCREPANCIES
BY AIRCRAFT

1 APR THRU 30 JUN 71
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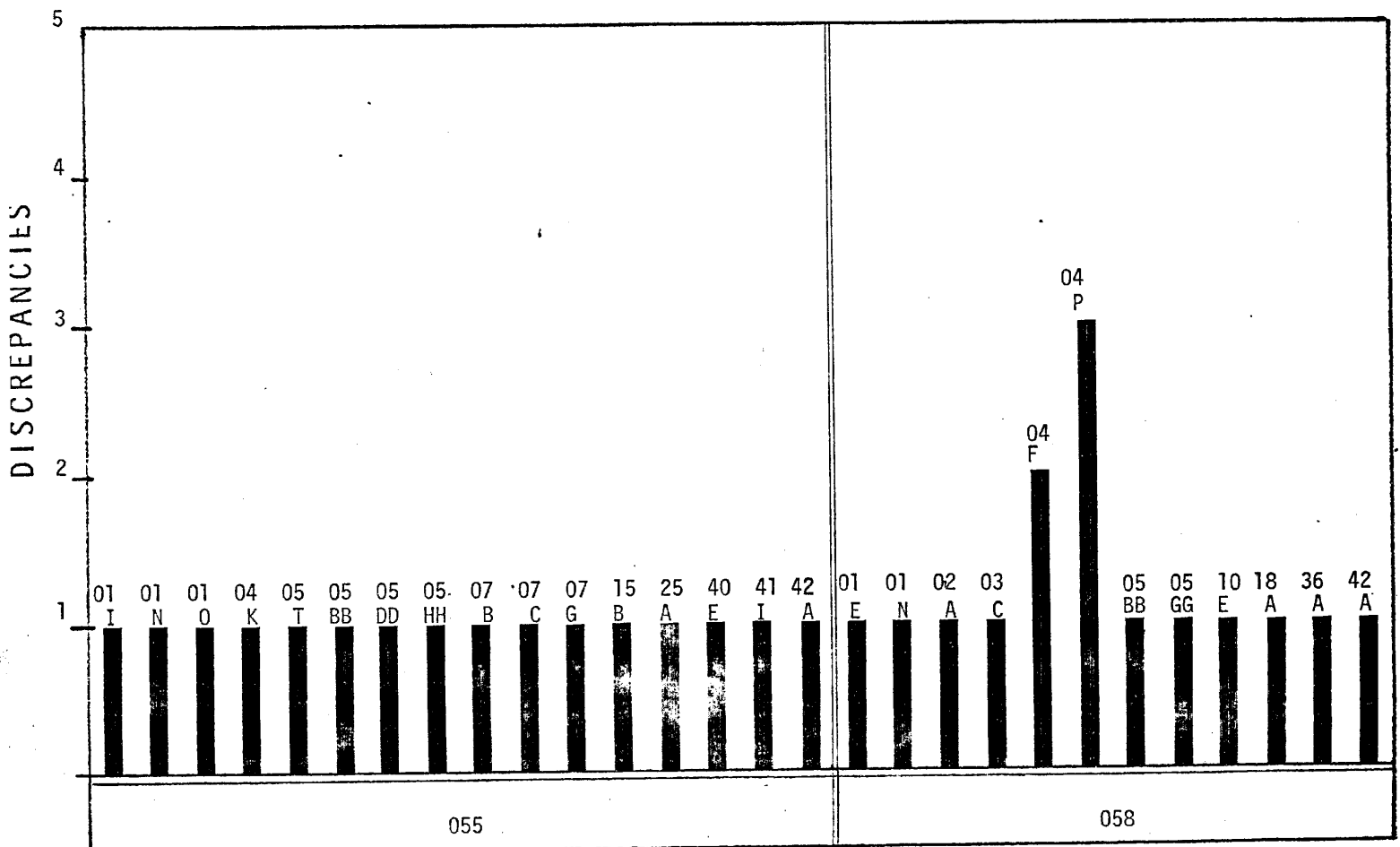


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MINOR DISCREPANCIES
BY AIRCRAFT

1 APR THRU 30 JUN 71
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IDEALIST QUARTERLY ACCOMPLISHMENTS

AIRFRAME

Transfer of Aircraft - Two U-2C aircraft, serial numbers 348 and 349 were delivered to Lockheed facility at Palmdale for use in the NASA Earth Resources Project on 23 April 1971. U-2C, serial number 383 was delivered to Palmdale on 30 June 1971 for testing of [REDACTED] Techniques and System 26 flight tests. Transfer of these aircraft terminates flying of U-2C aircraft by OSA.

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Light Weight HR Radio - Procurement of the new Light Weight HF Radio has been approved. Contract negotiations to provide this new equipment for the entire fleet have been completed. The new equipment, which provides a reduction of 86 pounds in total weight, will be installed at the base of the vertical stabilizer close to the antenna. Present equipment is located in the E-Bay and requires a long cable run to the antenna.

PAYLOAD

Q-Bay Preconditioning - Performance tests of the prototype Q-Bay Preconditioning Cart were completed 29 June 1971. Delivery of the first of seven production units is expected during July 1971. These carts will provide cooling air for temperature preconditioning of the camera bay and will eliminate up to two hours of flight time currently required to adequately condition installed photographic systems prior to actual photography.

Photographic Sensors - Contract negotiations for acquisition of new lens systems for the B-2 and H cameras have been completed. Delivery of the new lens for the H camera is scheduled for November 1971, and delivery of the new B-2 lens is anticipated during March 1972. These new lenses should reduce color aberration and provide color correction over a wide spectral range which will improve the photographic capability of these camera systems.

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SUPPLY

Property Account Inventory - An inventory of OSA Property Account 2805 was completed during this quarter. In conjunction with this inventory, paper work for transfer of all communication equipment to [] was completed. Subsequent to the inventory all loan accounts from 2805 were verified and new custodian receipts accomplished.

25X1

Vehicle Authorizations - A new OSA TVA which aligns vehicle types and quantities to mission requirements has been approved. This is the first TVA revision and approval since 1966.

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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

Copy 6 of 7

17 OCT 1967

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MEMORANDUM FOR: Comptroller, National Reconnaissance Office
SUBJECT: U-2R Increased Funding Request

1. On 7 September 1967 the Lockheed Aircraft Corporation (LAC) notified the Office of Special Activities (OSA) that a significant increase in the cost of the U-2R procurement was now being forecast. The report for June 1967, which was received at the end of July, had disclosed that the actual expenditures were somewhat above those forecast for that period, but this was believed to be associated with the delivery of the first aircraft and was not regarded as serious. The report for July, which was received at the end of August, indicated that this trend was continuing at an alarming increased rate and OSA initiated studies to determine the probable extent of the potential overrun. In summary, the original LAC proposal for the 12 aircraft was a target price of [REDACTED]

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2. In preparation for the negotiation of the contract, additional auditors were assigned to review the actual expenditures, commitments, and man-hours as of September. Their studies verified the LAC figures and were used by the contract negotiators and technical monitors as a basis for contract

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negotiation during the week of 24 September 1967. All differences with LAC were negotiated and a satisfactory agreement obtained. The final contract was negotiated on the basis of the original LAC proposal (target price [redacted] with the contractor bearing 10% of all costs above target and an absolute ceiling [redacted]. It is apparent, however, that the target price will be exceeded, that the current LAC forecast [redacted] is probably correct, and that additional funding will be required.

3. Prior to and during the contract negotiation, the auditors, contracting officers, and technical monitors made a careful review to determine where the increase occurred and to assure that the added costs are proper. This review disclosed that almost all of the increases are attributable to man-hour expenditures, and that 80% of this was in fabrication and assembly. For your information we have attached charts which reflect man-hour expenditures in various categories. Our comments on these charts are as follows:

a. Flight Test Hours: The man-hours forecasted are 111,700 and they are tracking on the predicted curve.

b. Engineering Hours: The original program was 259,000 and the present forecast is 269,000. The significant increases within the breakout are in the wind tunnel and static test portion, whereas the basic engineering hours were lower than forecasted. It should be noted that more hours were expended during the early phases of this program than were forecast and that delays were encountered in the release of the engineering drawings. This delay held up the tooling and fabrication which will be discussed below. The 10,000-hour increase will equate to approximately [redacted].

c. Tooling Hours: The original forecast was 413,600 and the present estimate is 490,000. This is attributed to the delay in receiving the engineering drawings, which, in turn, delayed the tooling and eventually delayed fabrication and assembly. It will be noted from the chart that the forecast peak of

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January-February did not materialize until the middle of March and that the excess tooling hours occurred from March through July. During a visit to the factory it was observed that the tooling was of an unusually high quality and will require less maintenance and retooling than was originally forecast. This is reflected in the charts which indicate a lowering of Lockheed man hours for sustaining tooling.

d. Production Hours: This chart (attachment 4) reflects the hours required for fabrication and assembly. The original forecast was 1,607,500 hours and the present revised forecast is 1,996,700 hours, an increase of about 400,000 hours. A review discloses that the peak was reached from April through July. This was also the result of delays in the release of the engineering drawings, and tools; and this, in turn delayed the fabrication of parts. The rapid increase from the middle of February to the middle of June reflects the surge after release of the drawings and the ensuing problem of simultaneously fabricating the parts and assembling them in preparation for the rollout and first flight of the initial aircraft in August. LAC has explained that the aircraft was more complicated than originally envisioned, and much more difficult to build and assemble. This is supported by the fact that greater man-hour expenditures had been forecast for the continuing assembly period from September 1967 through next September 1968. (During a trip through the assembly plant it was observed that there was a two to three months delay in assembly time for some major components.) The very large hump during the period March through August accounts for most of the 400,000 man-hours and hence accounts for about [redacted] in additional costs.

4. A review of attachment 5, "U-2R Rate of Expenditure", discloses that the actual expenditures began to exceed the forecast expenditures during June 1967. As noted in paragraph 1 above, the curves for actual and forecast expenditures are now roughly parallel. It is highly unlikely that this gap will be narrowed, and we should anticipate that the final cost will be close to the ceiling price originally quoted.

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5. A summary of the funding approvals for U-2R procurement is as follows:

FY 67 and prior
FY 68 approval (airframe)
GFE/CFE trade-off contained in
SP-1929 proposal and included
in NRO FY 68 initial approvals

TOTAL

Required funding (ceiling price)

Required additional funding

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6. OSA has identified probable savings in prior year contracts, specifically FP-1500, 1 HF-47, and WM-67. We believe that we can recover enough from these contracts to fund the U-2R procurement to the ceiling price. It is, therefore, requested that the Director of CIA Reconnaissance be given the authority to reprogram prior year funds in the amount [redacted] with the precise amount to be taken from each prior year contract to be based on a careful audit to determine how much is available in each of those accounts.

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Directorate of
Science and Technology

Attachments
As stated above

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BPD/Compt/OSA [Redacted] (5 Oct 67)

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